

IDAHO FALLS REDEVELOPMENT AGENCY
P.O. BOX 50220
IDAHO FALLS, IDAHO 83405-0220

May 20, 2010

Regular Meeting
Minutes

Council Chambers

Call to Order: Chair Barnes called the meeting to order at 3:00 p.m.

Members Present: Chair Bob Barnes, Tom Hally, LaMar John, and Lee Radford.

Members Absent: Linda Martin and Dave Radford.

Also Present: Ryan Armbruster, Agency legal counsel, Renée Magee, Agency executive director; Thane Sparks, Agency treasurer; Ida Hardcastle, Idaho Falls City Council member; Jan Blickenstaff, city grants administrator, John Hart, Idaho Falls Downtown Development Corporation (IFDDC); and Debra Petty, recording secretary.

Minutes: April 15, 2010. LaMar John moved to approve the minutes of April 15, 2010, as written. Motion seconded by Lee Radford. Motion passed.

Approval of Bills: Chair Barnes presented the finance report dated May 20, 2010. The following bills were presented for payment: Harlan Mann, \$414.10; Donna Carlson, \$112.00; Elam & Burke, \$2,265.60 from the Snake River allocation fund. **Tom Hally moved to approve the bills as read. Motion seconded by LaMar John. Motion passed.**

Legislative update: Armbruster said Ken Harwood, executive director, Association of Idaho Cities, asked him and Phil Kushlan, CCDC, to host a roundtable discussion on June 18, 2010, at the AIC annual conference regarding legislation in 2011 and strategies for advance preparation. The legislature adjourned without taking any action on a number of competing bills or comprehensive urban renewal reform legislation. It is clear in 2011, there will be five to seven bills addressing unresolved issues from 2010. The agency should be prepared to go on the defensive. The issues are composition of the agency and election of board members, a rebate “trigger” for surplus funds to taxing entities, and the amendment process for urban renewal plans. Armbruster does not believe CCDC will attempt reform modernization legislation in 2011. There is some indication the Meridian Redevelopment Agency may solicit support from other agencies for proposed legislation.

In 2011, cities and urban renewal agencies are going to have to make a concerted effort to get parties assisted by urban renewal projects to contact legislators. Their statements demonstrate what can be accomplished with the assistance of an agency that would not otherwise be possible.

Report on Meeting with Bonneville County Commissioners, April 27, 2010: Barnes said the commissioners want to designate the bookend parking, approximate 44 spaces on the north end of Memorial Drive, as long-term parking. Through later discussion, they wish to see at least a portion of the spaces designated long-term. If the spaces are calculated as 2-hour parking, they cannot be counted toward replacement parking on Memorial Drive. The spaces would not be

designated specifically for employees but would be available to the public on a first come, first serve basis.

Lee Radford said the meeting was productive in understanding the needs of both the county and city for parking. The county has set aside nearly \$300,000 toward parking on Legion Drive and they have been holding off until there was a plan of action from the city and the agency. Barnes said Jeff Neiswanger, part owner of Wackerli Apartments, was willing to dedicate some land to joint parking. However, with the passing of Jeff Ogden, the Ogden family and Neiswanger are not in a position to do anything now.

Legion Drive is a critical piece in the reconfiguration of Memorial Drive and the county is waiting to move forward. A portion of the Stoddard building and all of the Stucki building will be removed for parking. This scenario will garner approximately 30 spaces. The county is requesting some design assistance for the lot from the city or agency, but the rest of the improvements are at their expense. The commissioners are quite favorable towards the plans for the purchase and demolition of the Messick and Brunt properties for an additional 70 spaces.

Lee Radford said the parking study by Carl Walker revealed 50% of those parking on Memorial Drive were there for 2 hours or less. The study indicates there is some basis for allowing half of the parking on Memorial Drive to be designated long-term parking. So long as the parking is “public parking” and used by public employees, the agency will not have policy issues. One of the issues with restricting parking, as with the Nick’s Trading lot, is the spaces become underutilized. Some spaces might be gained for long-term parking in the Nick’s Trading lot if council is amenable.

Consider Purchase Agreements, Potential Sites for Lease. Lee Radford informed those present of the contacts Magee has made to move forward on parking. He referenced a spreadsheet listing of each parking proposal and an estimated range of spaces gained for each. The replacement target is 210 spaces and the low estimate for spaces gained is 241 spaces while the high estimate is 302 spaces. The leased spaces will be available only for the life of the agency. The leased spaces can be brought online quickly while more permanent spaces require more planning and time.

Hart said he is concerned about making more parking available to the public while Memorial Drive remains intact. He believes the nature of the parking on Memorial Drive should change so the public does not have the perception parking is once again being taken when construction begins.

LaMar John asked if the parking lot planned for space leased from the railroad is still in the works. Magee said the proposed lot consisting of 133 spaces is under consideration. Initial contact with railroad representatives was favorable, but a lease agreement must be drafted and any issues resolved. Magee will follow-up with railroad representatives. John wants to be a good steward with public tax dollars. He believes walking some distance is good for the public as opposed to trying to provide parking within close proximity at a greater cost to the taxpayer. As well, he has concerns proposed public transit in the downtown is not a priority. Hart said the IFDDC and the INL are pioneering transit for peripheral parking and mobility along the

riverfront with the use of historic trolleys. It is an opportunity to create an experience and do some branding for the historic downtown.

Executive Session: Tom Hally moved to enter into executive session pursuant to Idaho Code Section 67-2345(1)(C) for the purpose of deliberations, regarding the acquisition of an interest in real property not owned by a public agency. Motion seconded by LaMar John. Barnes, aye; John, aye; Radford, aye; Hally, aye. Motion passed. Executive session began at 3:50 p.m.

Tom Hally motioned to move from executive session to open meeting. Motion seconded by LaMar John. Barnes, aye; John, aye; Radford, aye; Hally, aye. Motion passed. Executive session concluded at 4:40 p.m.

Miscellaneous: The city is no longer in the running for the Domus project. Banes requested clarification on the John's Hole Bridge Project since \$11,500 is dedicated on the financial statement. Magee asked if she should proceed with the Ormond Lot for parking. Barnes said if it works in with the D Street improvements and is part of the overall package for parking. Magee will contact Lee Radford and Barnes to schedule a time to meet with the owner of the Brunt property.

The meeting adjourned at 4:45 p.m.

Debra Petty, Recording Secretary